COTTAM & Co.
OUTFITTERS.
Ex S.S. JAPAN.
WHITE SHIRTS,
DRESS SHIRTS,
WASHING SCARVES,
&c., &c., &c.

The Hongkong Telegraph.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LTD, LONDON.
DODWELL, CARLILL & Co., General Agents.

ESTABLISHED 1881.

NEW SERIES No. 685. 光緒二十三年八月初三日 MONDAY, AUGUST 30, 1897. 香港英八月三十號 禮拜一 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital..............................£1,000,000
Subscribed Capital..............................£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq.	Chan Kit Shan, Esq.
H. Stolterfoht, Esq.	Chow Tung Shang, Esq.
J. T. Lauts, Esq.	Kwan Hoi Chuen, Esq.

Acting Chief Manager,
GEO. MUNRO.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per Cent. per Annum.

Hongkong, 11th August, 1897. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..............................$10,000,000
RESERVE FUND..............................$ 7,000,000
RESERVE LIABILITY OF PROP'TORS...$10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.

C. Beurmann, Esq.	A. I. Raymond, Esq.
G. D. Böning, Esq.	R. L. Richardson, Esq.
G. B. Dodwell, Esq.	R. Shewan, Esq.
R. M. Gray, Esq.	N. A. Siebs, Esq.
David Gubbay, Esq.	Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 14th August, 1897. [8

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [9

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP..............................£800,000
RESERVE LIABILITY OF SHAREHOLDERS..............................£800,000
RESERVE FUND..............................£375,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 2nd June, 1897. [31

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE.

A CERTIFICATE of 11 Shares numbered 3968/3978, standing in the Register of this COMPANY in the name of HETTIE BUDD TOMES, having been LOST, Notice is hereby given that a duplicate certificate for the said 11 Shares will be issued one month hence and that the original certificate, unless produced within that period, will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th August, 1897. [1267

THE GREEN ISLAND CEMENT CO., LIMITED.

NOTICE.

A CERTIFICATE of 35 Shares of the New Issue numbered 28289/18323, standing in the Register of this COMPANY in the name of JACOB BENJAMIN ELIAS, having been LOST, Notice is hereby given that a duplicate certificate for the said 35 Shares will be issued one month hence and that the orginal certificate, unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 18th August, 1897. [1268

A. S. WATSON & CO., LIMITED.
TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing [illegible] and Trade Mark [illegible] any Manufacturer [illegible] or Persons other than the [illegible] found in possession of [illegible] against at the law directs.

HENRY HUMPHREYS, [illegible]

Hongkong, [illegible]

HONGKONG [illegible]

C[illegible]

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY

has a long record of GOOD SERVICES to refer to; its FUNDS, annually increasing, amount to £8,085,402 Stg. The premiums are moderate; and all modern features consistent with safety have been adopted.

For Particulars and Rates,
Apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 2nd March, 1896. [27

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL..............................£2,000,000
TOTAL FUNDS AND SECURITY.........£2,480,053
NET ANNUAL FIRE PREMIA............£ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1897. [74

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [28

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO ....
RESERVE FUND .... $328,000.00.

BOARD OF DIRECTORS.

Lee Sing, Esq.	Lo Yeuk Moon, Esq.
Lou Tso Shun, Esq.	

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1881. [26

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 27th May, 18[illegible] [30

Intimations.

DAKIN, CRUICKSHANK & CO., LIMITED, IN LIQUIDATION.

FINAL DISTRIBUTION OF THE COMPANY'S ASSETS.

NOTICE is hereby given that the Liquidation of the above Company having been completed, the Liquidator will DISTRIBUTE the SURPLUS ASSETS of the Company amongst the Registered Shareholders in the proportion of 71½c. per Share.

Upon presentation of SCRIP to the Liquidator for cancellation at his Office on or after 16th August instant, each Shareholder will receive an Order on the HONGKONG AND SHANGHAI BANKING CORPORATION in full settlement of his CLAIMS against the Company.

Dated in Hongkong this 6th day of August, 1897.

F. MAITLAND,
Liquidator,
DAKIN, CRUICKSHANK & Co., LD.,
Victoria Buildings 5, Queen's Road Central

Hongkong, 6th August, 1897. [1213

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provision of No. 121 of the Articles of Association, the GENERAL AGENTS have This Day DECLARED an INTERIM DIVIDEND of FOUR PER CENT. for the Half-year ending 30th June, 1897, on the Paid-up Capital of the Company.

DIVIDEND WARRANT Payable on MONDAY, the 30th August, will be issued to SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from 21st to 30th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 14th August, 1897. [1252

NOTICE.

WE have This Day REMOVED our OFFICES from No. 1, ZETLAND STREET to No. 1, PRAYA CENTRAL (Corner of Ice House Lane).

HUGHES & HOUGH.

Hongkong, 24th August, 1897. [1303

NOTICE.

THE Undersigned beg to notify their CUSTOMERS that owing to the greatly [illegible] of FLOUR the price of BREAD [illegible] SEVEN to EIGHT CENTS [illegible]

[illegible] CRAWFORD & CO.,
General Managers,
[illegible] CHINA BAKERY Co., LD.

[illegible] [1304

[illegible]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Ceylon*	R. R. Pearce	About 2nd Sept.	Freight or Passage.
SHANGHAI	*Ravenna*	C. T. Denny, R.N.R.	About 4th Sept.	Freight or Passage.
JAPAN, &c.	*Sumatra*	J. Cowle, R.N.R.	About 5th Sept.	Freight or Passage. (Passing through the Inland Sea).
LONDON, &c.	*Rosetta*	F. N. Tillard	Noon, 9th Sept.	See Special Advertisement
JAPAN	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 10th Sept.	Freight or Passage. (Passing through the Inland Sea).
LONDON	*Shanghai*	E. P. Bishop	About 16th Sept.	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th August, 1897. [5

ENQUIRE AT MANAGER'S OFFICE HONGKONG HOTEL FOR
PARTICULARS OF
REDUCED
BOARD AND LODGING RATES FOR CERTAIN ROOMS.

HK HONC
PRIME BEEF & MUTTON
BEEF & CORNED TONGUES
VEAL SAUSAGES
11 13 15 CENTRAL MARKET
BUTCHERY

Hongkong, 1st May, 1897. [116

THE CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. | L. DEWETTE, Manager, TOKYO. [48

SWEET WINES.

MADEIRA.
MARSALA.
MALAGA.
MUSCATEL.

TRADE MARK.
Hong Name:—
YUEN W.O.
TELEPHONE, No. 135.

SOLE AGENTS,
H. PRICE & CO.,
(LATE GANDE, PRICE & CO.)
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 6th August, 1897. [16

W. POWELL & CO.
Ex S.S. CANDIA.
NEWEST SPECIALITIES IN
LADIES SUMMER BLOUSES,
[illegible] and COLOURED
COLLARS, CUFFS, HANDKERCHIEFS, &c., &c.

[illegible]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT..............................THOS. SKINNER.

1245] DODWELL CARLILL & Co., General Agents.

CHAMPAGNE.

JUST LANDED.
"LANSON PERE ET FILS."
AS SUPPLIED TO H.R.H. THE PRINCE OF WALES AND THE LEADING LONDON CLUBS.

TELEPHONE—75.

Per case of 6 magnums ...	$39
" 1 dozen quarts	$37
" 2 dozen pints	$40
" 4 dozen ½ pints	$43

CALDBECK, MACGREGOR & Co.,
WINE & SPIRIT MERCHANTS.

Hongkong, 21st August, 1897. 74

PORT WINE.

THE CELEBRATED GUEDES' "3 GRAPES" BRAND.

In cases of 1 doz. bot. ....$24 per case.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th August, 1897. [26

AMANO NATURAL MINERAL WATER.

THE MOST PLEASING TO THE TASTE.
ONCE TRIED, ALWAYS PREFERRED.
SAMPLE BOTTLES MAY BE HAD
FROM
L. M. ALVARES & CO.,
SOLE AGENTS IN CHINA.

Hongkong, 4th August, 1897. [443

W. BREWER & CO.
SPLENDID SELECTION OF
GENTLEMEN'S
BROWN BOOTS, BROWN SHOES, BLACK BOOTS, BLACK SHOES.
one quality only "THE BEST."
TENNIS SHOES FOR LADIES AND GENTLEMEN.
SLIPPERS, COURT SHOES, DRESS SHOES,
&c., &c., &c.

Hongkong, 16th July, 1897. [18

THE PHARMACY.
HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
23] CARMICHAEL & CO.

MOUNT AUSTIN HOTEL.
1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG,
A. B. C. Code.

TELEPHONE
No. 33.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 189[illegible]

CARBOLINEUM AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.
Thoroughly reliable [illegible] for Wood and Stone [illegible] Rot and Decay [illegible]

LEVY HERMANOS
DIAMOND MERCHANTS [illegible]

To-day's Advertisements.

THE SECOND
ARMY AND NAVY
BOXING CONTEST,
WILL BE HELD IN THE
THEATRE ROYAL.
CITY HALL
ON
SATURDAY, 4th September, 1897.
No such representative talent has ever been seen before in Hongkong.
CUSACK AND NORTHCOTE
WILL
AGAIN MEET.

The R. E. V. C. String Band will be in attendance.

Prices of Admission :—$3, $1 & $1.
Soldiers and Sailors in Uniform half-price to 1st and 2nd Seats.
SEATS can be booked at Messrs. ROBINSON & Co.'s Music Warehouse,

A HARPER,
Stag Hotel.
Hongkong, 30th August. 1897. [1332

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above Ports on THURSDAY, the 2nd September, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 30th August, 1897. [1334

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Day, will be despatched as above on FRIDAY, the 3rd September, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th August, 1897. [1258

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, MASSOWA, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE,"

Captain S. Lewa, will be despatched as above on TUESDAY, the 7th September.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 30th August, 1897. [1148

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, will be despatched as above on or about 10th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 30th August, 1897. [1153

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED,

FOR GENOA AND LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"NINGCHOW,"

Captain H. Willis Jones, will be despatched as above on or about the 21st September.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th August, 1897. [1330

FOR PORTLAND, OREGON.

THE French Barque

"DUGUESCLIN,"

Dejole, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 30th August, 1897. [1333

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER,
LEMONADE,
GINGER ALE,
SARSAPARILLA,
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [1790

Intimation.

A. S. WATSON & CO.,
LIMITED.

BY APPOINTMENT.

WINES & SPIRITS.

WE beg to call attention to our PRICE LIST OF WINES AND SPIRITS as below :—
As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.
(*For Invalids and General Use*).

	Per doz. Case.	Per Bot.
B VINTAGE, superior quality, Red Capsule	$14.40	$1.20
C FINE OLD VINTAGE, superior quality, Black Seal Capsule	16.20	1.35
D VERY FINE OLD VINTAGE, extra superior, Violet Capsule (*Old Bottled*)	20.40	1.70

SHERRY.

	Per doz. Case.	Per Bot.
B SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80	$0.90
C MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00	1.00
CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00	1.00
D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40	1.20
E EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40	1.70

B, C, and C are excellent dinner Wines or for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

CLARET.

	Per Case. 1 doz. Qts.	Per Case. 2 doz. Pts.	Per Bot. Qts.	Per Bot. Pts.
B ST. ESTEPHE, Red Capsule	$ 6.96	$ 7.56	$0.60	0.35
C ST. JULIEN, Red Capsule	9.00	9.60	0.75	0.40
D LA ROSE, Red Capsule	12.96	13.92	1.10	0.60
SAINTE FOY	7.10	7.92	0.60	0.35
CUSSAC	9.60	10.44	0.80	0.45
CHATEAU D'ANGLADE	13.20	14.40	1.10	0.60
CHATEAU HAUT BRION LARRIVET	18.60	19.20	1.60	0.80
CHATEAU MOUTON D'ARMAILHACQ	21.00	22.20	1.80	0.90

Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap Wines.

BRANDY.

		Per Case, 1 doz.	Per Bot.
**	*A* HENNESSY'S OLD PALE, Red Capsule	$18.00	$1.50
***	*B* SUPERIOR VERY OLD COGNAC, Red Capsule	21.00	1.75
****	*C* VERY OLD LIQUEUR COGNAC	24.00	2.00
V.O.	*D* HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 1872 Vintage, Red Capsule	36.00	3.00
V.V.O.	*E* FINEST VERY OLD LIQUEUR COGNAC, 1862 Vintage	48.00	4.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.
SCOTCH—

	Per Case, 1 doz.	1 Bot.
A THORNE'S BLEND, White Capsule	$10.80	$0.90
B WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80	0.90
C WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00	1.00
D WATSON'S H K D BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40	1.20
E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00	1.25
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	14.40	1.20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda whisky, Thorne's Blend and Watson's Glenorchy are equal to any. Abelour-Glenlivet is a very old Peat Whisky (smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—

	Per Case, 1 doz.	Per Bot.
A JOHN JAMESON'S OLD, Green Capsule	$12.00	$1.00
B JOHN JAMESON'S FINE OLD, Green Capsule	15.00	1.25
C JOHN JAMESON'S VERY FINE OLD, Green Capsule	18.00	$1.50

All these are very fine and old. C has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—

	Per Case, 1 doz.	Per Bot.
GENUINE BOURBON WHISKY, FINE OLD, Red Capsule, with our Name and Trade Mark	$15.00	1.25

GIN.

	Per Case, 1 doz.	Per Bot.
A FINE OLD TOM, White Capsule	$ 7.20	$0.60
B FINE UNSWEETENED, White Capsule	7.20	0.60

RUM.

FINEST OLD JAMAICA, Violet, Capsule	$15.00	$1.25
GOOD LEEWARD ISLAND	6.00	0.50
GOOD LEEWARD ISLAND	$2.50 per Gal.	

LIQUEURS.

BENEDICTINE. BLACKBERRY BRANDY.
CURACOA. MARASCHINO.
CHARTREUSE. HEERING'S CHERRY CORDIAL.
CREME DE CACAO.
PEPPERMINT.
DR. SIEGERT'S ANGOSTURA BITTERS.
AND
AERATED WATERS.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 11th August, 1897. [6

DEATH.

On the 16th August, in Germany, T. LENZ, a native of Schnepfenthal, near Gotha, in his 54th year. Long a resident of Kobe.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 30, 1897.

NOTES AND COMMENTS.

MORE EVASION!

The reply given by the Government to Mr. WHITEHEAD, in answer to his question as to the causes of the failure of the Government to obtain bids for the Taipingshan lots, is, of course, an evasion, not to use any harsher word. The Government has certainly not so far failed in its duty to the public as not to have called for and obtained reports on the subject from those in a position to afford full and accurate information. Mr. CHATER, a member of the Executive Council, and the guiding spirit of the Land Investment Company, has not left the authorities in the dark we may be sure. Perhaps the Colonial Secretary, in making, and the Governor, in sanctioning, the reply that was given to Mr. WHITEHEAD's question, were sheltering themselves under the strict legal signification of the verb "to know." We can quite believe that they don't, either of them, know much, but they surely have been "informed" and—they "believe" that the absurd terms and conditions on which the property was put up for sale were undoubtedly among the reasons why there was no bid for one single lot, and they know equally well and on equally good authority that unless these terms and conditions are very considerably varied and altered, they will never get a bid for the lots in question. We hope the hon. Member will at the next meeting of Council move a resolution on the subject and compel the Government to make the explanation they are evidently so unwilling to afford.

OUR GOLD LOANS.

The returns laid on the table in reply to the same hon. member's question about the Gold Loans do not give the information he asked for. It is impossible to tell from an examination of these papers how much these loans have cost the colony in dollars. We can see what they will cost us in the long run if the present relative values of silver and gold are maintained for the next few years, and we can see also clearly enough that the able and intelligent men who strongly recommended that these loans should be in silver were entirely in the right, and that the official idiots who overruled them, whether here or in the Colonial Office in Downing Street, were hopelessly in error, but then, of course, the Agents-General for the Colonies must have their pickings and only London Financiers and Birmingham Architects are able to borrow or to build! Before the position of the Colony in respect of these loans can be understood, there is one question to be asked and answered, and that is, were the monies, when raised, remitted in whole or in part to Hongkong, or were they retained in England in sterling? If remitted out here then their total value to the Colony is the equivalent in dollars of so many thousands of pounds at the rate of exchange of the day on which they were turned into Bills. And these dollars have shared in the depreciation that has fallen upon all the rest of our assets, and are of no more present value to us than any other dollars. If the monies in question were retained in England in sterling and used there for the purpose of making sterling payments on account of the Public Works Departments in connection with the extraordinary expenditure of that department, then the Colony has been saved something considerable in not having to remit on a falling exchange. But if the proceeds of the loan have remained in London the balances in hand from them must have been invested and must have brought in interest, and, if so, where is it credited? We have in the returns before us an amount brought to account as revenue derived from the Sinking Fund of the 1893 loan, but no similar item in respect of the 1887 loan or of the investment of either of these loans while waiting employment.

CAN THE TREASURER OBLIGE?

The account rendered in reply to Mr. WHITEHEAD's question is no proper account or return, and we hope he will press for a satisfactory reply to his question. The 1887 Loan was partly paid off in 1894 and partly converted. Debentures to the extent of £60,000 were redeemed. There was at that time to the credit of the sinking Fund only £53,040. Where did the other £7000 come from to effect this redemption? There is no trace of it in the returns. The balance unredeemed and converted from 4 per cent. stock into 3½ was £140,000. To that was added fresh stock, £1,799 15s. 1d., to cover the expenses of the conversion! Of the history of that loan, from that date to this, there is not a word or a figure in the returns. The rest of the statements deal with the 1893 loan of £200,000 of which £5,6762. 6s. 3d. was still available on December 31st last, but whether there is any balance of the 1887 Loan still in hand and unexpended, or, if not, what has become of it. The answer to Mr. WHITEHEAD's question gives no clue. Is the Treasurer capable of making out unaided a clear simple statement of these loans, of how they were dealt with, how expended, and of the balances still in hand? We have our doubts. With every respect for him as a lawyer, we do not know that he has, or that he can have, acquired any sufficient knowledge of figures and accounts to qualify him for his present position.

TELEGRAMS.

(Special to *Hongkong Telegraph*.)

GREAT EXCITEMENT AT TIENTSIN.

OFFICIALS CUT OFF THE MEAT SUPPLY OF THE FOREIGNERS.

TIENTSIN, August 27th.

The High Officials of this district have suddenly forbidden the slaughter of cattle and have thus, in great measure, cut off the meat supply of the residents.

It is impossible to procure beef at any price.

The action of the officials constitutes a violation of treaty rights.

The proclamations issued by the officials have been posted in the native city and suburbs.

The foreign Consuls have protested against the prohibition and reported to their respective Ministers in Peking.

There is great excitement here among the natives.

[About two months ago great excitement was created among the ignorant and superstitious natives of Tientsin owing to reports being circulated that foreigners were buying children for the purpose of using portions of their bodies to make medicine. This was undoubtedly the work of dangerous anti-foreign agitators who were opposed to the opening of the new Roman Catholic Cathedral and who hoped to prevent it by employing the same means to cause riots and bloodshed as resulted in 1870 in many Sisters and other unoffending Europeans being cruelly put to death by a wild and blood-thirsty mob of very ill-informed and ill-advised natives. The recent movement was suppressed by the High Officials who were urged by the Foreign Ministers to issue immediate and peremptory instructions to the Viceroy of Chihli and the Taotai of Tientsin to prevent riots, and notifying them that they would be held personally responsible for any trouble that occurred within their respective jurisdictions. Why the officials should now have prohibited the slaughter of cattle we cannot understand, for our latest advices from the north do not mention that long-continued drought has been experienced in the province of Chihli, and therefore it is hard to believe that even such a childish excuse as the necessity for appeasing the wrath of the gods, so often given by Chinese officials as the reason for prohibiting the slaughter of pigs and cattle, can have been offered in respect of a prohibition which is doubtless as unnecessary as it is exasperating.]

REUTER'S MESSAGES.

THE "GLENGYLE" IN COLLISION.

LONDON, August 27th.

The "Glen" line steamer *Glengyle* was beached near Gibraltar, having been badly damaged in a collision. The crew and passengers were saved. Later news states the *Glengyle* has been floated and towed into Gibraltar.

THE KING OF SIAM IN GERMANY.

The King of Siam has arrived at Potsdam and met with a hearty reception from the Emperor.

THE NILE EXPEDITION.

One gunboat has reached Abu Hamed and five others have passed the worst part of the Cataract. The Nile is rising steadily.

(From *Kobe Chronicle.*)

GENERAL KAWAKAMI.

TOKIO, August 19th.

General Kawakami, the Vice-President of the General Army Staff Department, arrived on the 1st inst. at the residence of the Governor-General of Siberia, who very warmly welcomed him.

RUSSIAN COALING STATION IN KOREA.

SEOUL, August 19th.

The Russian Government has applied to the Korean Government for permission to establish a coal depôt on Zetsuel, an island off the coast of Korea. It is believed the request will be granted.

REPLACING JAPANESE YEN WITH BRITISH DOLLARS.

TOKIO, August 19th.

Mr. Yamada, the Japanese Consul at Bombay, telegraphed on the 18th inst., that from the beginning of January to the 13th August the silver bullion received by the Bombay Mint for coining British dollars amounted to 7,705,000 ounces. As many as 7,338,000 dollars have been coined and exported. Since June the export has gradually increased.

THE FALL IN SILVER.

TOKIO, August 19th.

Mr. Arakawa, the Japanese Consul at London, telegraphed on the 18th inst. that for some cause or other the quotation of silver in London has declined to 24½ pence,—with a tendency to a still further drop.

[Mr. Yamada, the Japanese Consul at New York, telegraphed on the 16th inst. that the rate of exchange for London had fallen in consequence of the failure of agricultural crops on the continent of Europe, and silver was expected to further decline.]

DYSENTERY AND CHOLERA.

UTSUNOMIYA, (Japan) August 19th.

Dysentery is spreading in this district and cholera has broken out.

CANADIAN COMMERCIAL COMMISSION.

TOKIO, August 17th.

The Canadian Commercial Commission having arrived, the Foreign Minister has issued instructions to the Chambers of Commerce throughout the Empire ordering that all possible assistance be rendered to the Commission.

THE FORMOSA MILITARY SCANDAL.

HIROSHIMA, August 18th.

Major Sato and Captain Ishizuka, who were recently found guilty of showing cowardice in Formosa, were to-day sentenced to death by the Court-martial at Hiroshima. But the Imperial Court being still in mourning for the death of the Empress Dowager, the sentence was reduced by two degrees, and commuted to exile for 12 years. They will be sent to the Hokkaido shortly.

TELEGRAMS.

GERMAN CAPITAL FOR JAPAN.

TOKIO, August 17th.

A German gentleman now in Tokio has arranged with a number of influential Japanese a scheme for introducing German capital, the security being debentures on existing mercantile concerns and the interest between 6 and 6½ per cent.

COLONEL PUTIATA.

SEOUL, August 16th.

Colonel Putiata left here to-day, stating that he was returning to Russia.

THE LIBERALS AND THE MINISTRY.

TOKIO, August 17th.

The Liberals have decided to hold meetings throughout the country to urge the resignation of the Premier and Foreign Minister.

LOCAL AND GENERAL.

THE French mail is expected here to-morrow morning.

THE $ still stands at 1s 9½d (T. T.) and the buying rate for sovs is $11 05 per £.

IN the cable chess match with Singapore the Hongkong players have resigned both games.

A joint stock company is being formed at Batavia to take over Van Horck's Hotel at Garut.

MISS STEWART, daughter of the late Mr. A. M. Stewart, J.P., of Glasgow, has arrived in Singapore to practise her profession as a highly trained and certificated nurse.

THERE is published in Saturday's *Gazette* a translation of a Spanish Royal Decree increasing certain taxes, including Customs duties, by 10 per cent.

THE Hongkong Golf Club's competition for the Best Average Cup closes to-morrow, the 31st instant. Play for the Captain's Cup and Pool is fixed for the 4th to 6th prox.

THE Royal assent has been given to the Ordinances to amend the Regulation of Chinese Ordinance, 1888; the Stowaways Ordinance, and the Latrine Ordinance.

THE Russian Volunteer steamer *Petersburg*, from Odessa for Vladivostock, arrived at Singapore on the 21st instant with a number of "emigrants" on board, and left the same day for her destination.

A PROCLAMATION is published in the *Gazette* of the 28th instant revoking the proclamation dated 1st May, 1897, declaring Formosa to be a place at which an infectious or contagious disease (plague) prevails.

THE *Kobe Chronicle* learns that almost all the silver mines in Japan are stated to have suspended work in consequence of the impending change in the currency. The production of silver in Japan is not more than 20,000 *kwamme* (about 166,666 lbs.), but this should not be looked on lightly looking to the interests of the mining industry of Japan.

THE Tokio papers state that the question which has arisen in regard to Mr. Stahlgren at Yokohama has not been officially referred to the Foreign Office. It seems to be the desire of the Japanese Government to settle the matter through the Governor of Kanagawa if possible. The question was one of right to arrest, the Japanese claiming that the Danish Consul at Yokohama had no right to arrest Mr. Stahlgren.

MR. George Anderson, Dominion Government Trade Commissioner to Japan, arrived at Yokohama on the 16th instant. Canadian papers state that Mr. Anderson will inquire into trade conditions, with a view to increasing the volume of trade now done between Canada and Japan. Among many other things he expects that flour is one of the articles in which trade can be developed, and the matter of the British Columbia lumber trade will also be thoroughly looked into.

THE *Singapore Free Press* says in reference to the slump in silver:—The dollar is very ill. The currency doctors are pulling long faces. The daily bulletins show the exchange temperature of the patient several times a day. The Poor Thing is a shadow of his former self. He used to measure 3s. 6d. round the chest not many years ago, and his emaciation to-day is so great that you can run the tape round him and read no more than a miserable one-and-nine and a fraction. Though nobody says it is due to drink, yet there is talk of trying the Gold Cure as a last resort. Poor Critter! what is to become of him, and of us, Lord only knows!

A CHINESE farmer, who had recently arrived here from Canton, fell or jumped from the roof of No. 152 Wellington Street to the road, a distance of about 30 ft., about 2.30 a.m. yesterday. He was immediately removed to the Hospital but died about three hours after his admittance. His relatives state that he had been insane for the last five years. It appears that he was asleep in the cockloft of the house, and, as he could not bear the heat, he went to the roof to cool himself. An Indian constable, who was on duty in Wellington Street, saw deceased fall from the roof of the house; he had no external injuries and cause of death was attributed to shock.

A DINNER and ball were given at the Mount Austin Hotel on Saturday night. About two hundred and fifty sat down to dinner, amongst those present being H.E. the Governor. The hotel and its approaches were tastefully decorated with Japanese lanterns and the ball room was adorned with ferns and palms. The dinner and the attendance were good and Mr. Cook, the manager, is to be complimented on the success of the arrangements. The band of the West Yorks was present, and their playing largely added [illegible] gathering. The dance [illegible] one, and hopes have [illegible] may be arranged [illegible] 10th September.

THE Customs searched the steamer *Guthrie*, when she arrived at Townsville on the 21st ulto. from Hongkong, and seized a considerable quantity of spirits, tobacco, cigars, and other goods.

THE steamer *Pakshan* reported at Singapore on the 23rd instant, on arrival from Penang, that on the voyage she ran into a junk and thereby caused it to founder. The passengers and crew were, according to the *Straits Times*, from which we obtain this information, rescued and brought to Singapore.

THE Boxing Tournament is to take place in the City Hall on Saturday night, when an A.1. programme will be gone through. Besides the heavy-weight Army and Navy match between Northcote and Cusack, some six or seven bantam, light and middleweight contests will take place. Northcote and Cusack will box for a gold watch and chain, the best of 20 rounds. *Vide* advt.

THE *Batavia Nieuwsblad* says that gold mining shares have been steadily going up at Batavia. Favourable reports from the mines worked by the Redjang Lebong Company raised its shares to 375 per cent. premium on the 7th instant. A rise in the shares of the Netherlands India Mining Company ranged from 2,100 to 2,150 per cent. premium.

THE Governor of Acheen, under date 30th July, reports that the *Pegu* pirates had taken refuge in the upper part of the district of Keril. The headman there had been notified that he would be held responsible should they not be caught and surrendered. The Rajah of Simpang Olim did try to capture the pirates, but the chiefs could do nothing because the criminals had left his territory.—*Straits Times.*

THE High Court at Batavia has under consideration a case in which a British subject named Frank [Valberg?] at Macassar had been detained there for five months pending trial. He was charged with larceny, but the prosecution stopped from want of proof, and he was released. The Dutch Consul-General at Singapore had, it is said, drawn the attention of the Netherlands-India Government to the case. The Batavia *Nieuwsblad* fears that this may prove to be a second "Carpenter" case.

MUCH attention, says an American press dispatch from Berlin, has been attracted by a remarkable article in the *Preussiche Jahrbucher*, advocating the return of Metz to France. The writer argues that the annexation of Luxemberg is impossible without the consent of France, but that Germany might return Metz in exchange for Luxemburg. He says that Prince Bismarck opposed the annexation of Metz in 1871, but that Count von Moltke insisted upon it, for military reasons. The article concludes: "The position of Germans in Metz is a constant menace to France, who will never forget their thirst for revenge as long as the Germans retain it. The Germans believe that the victor owes the vanquished the duty of making the first advance towards reconciliation."

IF the talked-of match between *Galtee More* and *Persimmon* were to be arranged (says the *Globe*) it would live in the memories of all who witnessed it, and also of future generations, as the greatest match that has taken place since the contest between the *Flying Dutchman* and *Voltigeur*. Much as one would desire to see such a great sporting event celebrated, it is to be feared that the wish of the sporting public is father to the thought, and that is all that is in it. It is hard to say who would win, as no distance has been mentioned. It would undoubtedly be a terrific struggle, as both are free goers, and neither is like that great horse *Isinglass*, who would decline to make his own running. Nothing has been arranged as yet, so, sportsmen can only live in hope.

A CORRESPONDENT of the *Deli Courant* calls attention to the increasing inquiry for Langkat oil in China, and the need for strenuous efforts to meet that demand and thus further Dutch trade there. He complains that, in East Sumatra, too much attention is paid to boring and to increasing the yield from the wells. The finding of additional outlets for the oil is held to be of but secondary importance. In his opinion, petroleum producers in Sumatra should combine to forward their interests and to make head against the competition of Russian and American oil. Optimists look forward to such bright prospects for the Royal Petroleum Company that they expect a dividend of 81 per cent. this year. Additional wells have been bored, and the Company's output so increases that dividends of 100 or 150 per cent. are not unlikely in the next few years.

THUS the *Globe* (London) editorially in a recent issue:—There is no matter which more needs renewed searching and impartial investigation, than the marked preference shown by many British shipowners for foreign sailors. Here we have a national question of the first importance, it being incontestable that the continuous replacement of British sailors by aliens in our mercantile marine is a source of danger both to the defensive power of the Empire and to the safety of vessels at sea. A correspondent of a Newcastle paper affirms, of his own knowledge, that at North Shields the other day "five British seamen were refused berths in an English ship merely because they were Englishmen, five Dutchmen being taken in their place." While we can hardly believe that any shipowner would [illegible] [illegible] controversy that [illegible] become quite a common thing. Shipowners allege that since [illegible] display [illegible] and insubordinate spirit which [illegible] on board ship. At the same time [illegible] receiving much higher [illegible] alien sailors, and [illegible] [illegible]

THE MONEY MARKET.

AT SHANGHAI AND HONGKONG.

In our last issue we gave some particulars, culled from our Shanghai exchanges, regarding a difficulty that had arisen in Shanghai between the representatives of some European Banks and Chinese who had failed to deliver gold to the foreign banks in accordance with contracts entered into a few months ago. The Deutsche-Asiatische Bank, it was stated, had commenced proceedings against the manager of the Sui Chang Shun Bank in the Mixed Court with a view to recovering losses said to have resulted from the non-delivery of Tls. 277,000 of gold. It was also reported that money was very tight in Shanghai.

In Hongkong as well as in Shanghai money has been very tight lately, as the stock and share brokers' recent reports show, and various theories were advanced to account for the stringency. None of them seem to have been particularly accurate and we are therefore glad to be able to report that, as the result of inquiries made to-day in well-informed quarters, both at Shanghai and in Hongkong the true state of affairs is not nearly so critical as current rumours would lead the general public to assume.

At Shanghai about a fortnight ago native interest was up to 36 per cent per annum, but to-day it is down to 11 per cent.; there is no likelihood of it rushing up again and the tone of the market has greatly improved. The difficulties between the foreign banks and the Chinese have been adjusted, and the bulk of the transactions have been arranged in an entirely satisfactory manner.

As regards Hongkong there is no cause for alarm. Money has been, and still is rather tight, but the stringency has been caused only by the withdrawal, usual at this time of the year, of large sums to send up country in connection with the silk trade and other native produce. True, the withdrawal of silver this year has been rather in excess of previous years (some twenty lakhs of dollars, we understand) and it has been drawn from the colony in the course of the last seven or eight weeks. But most of this money will find its way back to the Colony in the near future, and in the meantime the stock of silver in the Colony will be replenished by large imports of the "merry Mexican" and British dollars, so that before long money will be as plentiful as ever before. There is absolutely no cause for uneasiness and there is no danger of a crisis, serious or otherwise. It may be added, too, that depreciation in value of stocks is not likely to be of long duration, as the money that, as above stated, will return to the Colony in the near future will show good profits, and the bulk of the coin will undoubtedly be available for investment.

AN ENGINEER IN TROUBLE.

At the Magistracy to-day, before Mr. H. E. Wodehouse, Robert Williams, was charged with striking a chair-coolie.

Mr. H. J. Gedge, solicitor, said that a few minutes before eight yesterday evening he took a chair at Pedder's Wharf and, with Mr. Master in another chair, proceeded along Battery Pathway to the Tram Station. He passed two foreigners of whom defendant was one, when they were near the latrine. Witness turned round and saw defendant hit the coolie in the rear a blow across the face. The coolie half-stopped and cried out and defendant began to use bad language towards the coolie. When they had gone a little further he met a constable and gave defendant in charge.

Defendant said he was going up the road with a friend. The witness' chair passed him and the coolie struck him and he just gave him a push in return.

Mr. Gedge said he saw defendant strike the coolie across the face. If defendant only pushed the coolie the chair would have been overturned.

His Worship thanked Mr. Gedge for giving his evidence and said that as long as the plaintiff (the chair-coolie) was not present he could not punish defendant.

His Worship decided to take Mr. Master's evidence.

Mr. G. C. C. Master, solicitor, said he was proceeding along Battery Pathway, and, after passing defendant who was with another man, he heard a smack and then defendant began to use bad language. He would like to charge the defendant with illtreatment of the coolie. He did not think defendant behaved as he ought have done.

On the suggestion of his Worship, who said he could not punish the defendant unless the chair-coolie appeared, Mr. Master charged defendant with disorderly conduct.

Defendant, in answering the charge, said he might have used bad language but he thought nothing about the matter until they reached a constable and he was given in charge.

For the defence, Robert Simson, engineer, said he was taking a walk with the defendant and when he was going up the hill two chairs approached from behind—

His Worship convicted defendant of disorderly conduct and fined him $5, which, he said, he thought would meet the whole case.

A NEW KOWLOON FERRY STEAMER.

LAUNCH OF THE "GUIDING STAR."

At Kowloon Docks to-day Messrs. Dowrabjee and Nowrajee's new steamer for the Hongkong-Kowloon ferry service was launched under the most auspicious circumstances. Amongst those present at the slip were Messrs. D. Gillies (Chief Manager of the Dock Co.), C. Osborne, Dowrabjee and Nowrajee, W. Farmer, Mrs. Osborne, Messrs. I. P. Madar, J. Pestonjee, Dhunjibhoy, R. Bamjee, Ardesha, Hutchins (Dock Co.), MacDonald (Superintending Engineer to the Ferry Co.), W. Wilson, and the respective heads of departments at the Docks, as well as a number of captains.

Shortly after 9 a.m. Mrs. Osborne, to whom was entrusted the christening ceremony, took up a position opposite the bows of the new vessel, and broke the bottle of champagne, adorned with red and white ribbons, on the vessel's side; the craft glided gracefully down into the water without the slightest hitch. Mr. Osborne christened the vessel *Guiding Star* and hearty cheers went up as she took the water. A rather remarkable thing about the launch was that the *Star* was sent off with a full head of steam on (something like 125 lb.) and directly she was clear of the floating timbers her screws were set going, and she came in to the wharf. On arriving at the docks the party adjourned to the office and champagne was opened in honour of the occasion. Mr. Gillies proposed "The health of Mrs. Osborne" and "Success to the Kowloon Ferry Co." and Mr. Pestonjee, on behalf of Messrs. Dowrabjee and Nowrowjee, responded in happy terms. Some of the party then boarded the steamer and were taken for a run to Quarry Bay, Mr. W. Wilson being in charge. The engines were then reversed and the "double-ender" returned to the docks without turning. The new boat is faster than the *Morning Star*, the fleet's flyer so far, and her fittings were very much admired. The excellent idea of having a ladies' cabin and gentlemen's smoking room on the upper deck is bound to be appreciated, and on her lower deck is ample space for carrying rickshas, bicycles, &c, a convenience that should prove a real boon to tourists and holiday makers. Many of the seafaring men present at the launch said it was one of the prettiest they had seen and, more important than all, the owners are highly pleased with the work the Dock Co. has put into their new vessel. She will carry in all some 250 passengers and for each class there is a separate gangway, which will be a very decided improvement on the old style of all classes rubbing shoulders together when going aboard or disembarking. The *Guiding Star* will make her official trial trip early next week.

The following are the dimensions of the new boat as courteously supplied by the builders:—Length, 90 ft.; breadth, 20 ft.; depth, 8 ft. 6 in. and her speed is 10½ knots. Her hull is of composite build.

The *Guiding Star* is somewhat remarkable in appearance, being different from any vessel in the harbour. She has a rudder and propeller both forward and aft, the latter acting simultaneously when the vessel is under steam. She is fresh evidence that the Dock Company is able to turn out any job promptly and in A. 1. style throughout.

SHIPPING AFFAIRS.

SINGAPORE, August 20th.

A general meeting of the members of the Engineers' Association, of Master Mariners and others interested in the question of the local Shipping Laws was held in the Marine Club, Singapore, last night (19th August) to consider the advisability of approaching the Legislative Council with a view to obtaining a revision of the Shipping Laws of the Colony.

There was a very large attendance, about sixty Masters, Mates and Engineers being present. Mr. A. Macdonald took the chair, and introduced the subjects of discussion by reading the following letter, which it was proposed to send to the Hon. J. P. Joaquim, M.L.C.:—

"ENGINEERS' ASSOCIATION.

"Singapore, 20th August, 1897.

"SIR,—On behalf of the members of the Engineers' Association of Singapore, and of other officers employed in local ships sailing from this Port, we venture to address you and ask your assistance in obtaining the appointment of a Commission to enquire into and report upon the state of the law relating to local ships.

"The Marine Court of Enquiry into the loss of the s.s. *Sri Hong Ann* proved, we think that both the rules for the issue of Passenger Certificates to local ships and the application of them are defective. There can be little doubt that ships frequently leave this for neighbouring ports in an unseaworthy condition, thereby endangering the lives of those who are employed in or travel by them, especially the engineers who are on duty below.

"Four special points would appear to need enquiry into:—(1.) The Rules for granting Passenger Certificates to ships, the method of measuring ships for such Certificates, and the means employed by Government to see that vessels do not leave the port carrying more passengers than they are entitled to, or carrying them improperly;

"(2.) The *Chinchew* system, by which an irresponsible Chinaman is in charge of the loading of vessels, the stowage of cargo and the number of passengers carried, often acting in defiance of the Captain;

"(3.) The inefficiency of native crews owing to the absence of any system of registration of native seamen;

"(4.) The local Shipping Ordinance generally, with particular reference to Home, Local and Foreign Trade, the complement of Officers for vessels of various tonnages, an important point being that there should always be a properly qualified Officer of higher rank than Gunner in charge of the bridge.

"You, sir, must be well aware of the state of public opinion with regard to the conditions under which the local shipping is carried on, and the need there is for reform. The feeling there is among navigating and marine officers of ships is still stronger, because they daily run the risks which the public only occasionally incur. They venture to think that a strong commission, with power to enquire into the above and any other similar questions, would be a most valuable basis upon which reforms in the law and practice could be instituted. They therefore ask you to be good enough to take such steps in the Legislative Council as you may deem desirable for securing the appointment of such a commission."

An article in a local paper on the *chinchew* system was also read, and the meeting then proceeded to discuss, with much animation and considerable attention to detail, various points adverted to in the letter to Mr. Joaquim.

With regard to the first point, the rules for granting passenger certificates to ships, the method of measuring ships, and the means employed by Government to see that vessels do not leave Port improperly, there seemed to be a general feeling in favour of making the rules with regard to measurement for passengers more strict and in accordance with the home Board of Trade rules. This matter was referred to a committee. On the question of a proper staff of qualified Boarding Officers, the following resolution was come to.—

That this meeting is of opinion that the Government must be prepared to appoint properly qualified and adequately paid boarding officers to see that the rules regarding passenger ships are strictly carried out.

Strong remarks were made as to the need of strengthening—almost reorganising—this branch of the Harbour Department, by appointing European officers holding certificates, and paid sufficiently well to ensure a good class of officer.

The *chinchew* system naturally called forth much discussion, diverse views being expressed as to whether, in practice, the *chinchew* was or was not above the master of a ship. One startling statement was made that the *chinchew* positively forbade his captain going ashore. All seemed to agree that something ought to be done, a large majority (40 to 3) carrying the following resolution:—

That this meeting is of opinion that the *chinchew*, if carried, ought to sign on and be made by law subordinate to the officers. But if possible the *chinchew* system should be abolished.

On the point of the inefficiency of native crews, and the necessity for some system by which abuses connected with them should be abolished, there was unanimity, and the following was carried:—

That this meeting is of opinion that all members of the native crews ought to be registered and certificated.

This resolution was worded thus in order to include deck and engine-room hands, who make and break agreements, and put in substitutes so frequently as to seriously impair efficiency. The Committee to confer as to the details of the certificate.

The fourth point, the revision of the local Shipping Ordinances, had necessarily to be relegated to the Committee. It was strongly urged, however, that ships ought by law to be compelled to carry such a complement of officers, that neither the bridge nor the engine-room should ever be left in charge of an unqualified officer—drivers and gunners were specified. The following resolution was unanimously carried:—

That this meeting is of opinion that there should always be a properly qualified officer, of higher rank than gunner, in charge of the bridge.

The Engineers' Association was asked to consider the point of what should be the lowest officer to be in charge of the Engine-room.

The necessity of all practical men coming forward and helping in the revision was strongly urged and assented to, and a committee of seven Captains and Officers, and seven members of the Engineer's Association, with power to add to their number, was appointed to go into details and bring evidence before the Government in connection with shipping matters.—*Free Press.*

[The Government has consented to appointed a Commission to go into the questions raised at the meeting.]

THE LIGHTING OF SOCOTRA.

"Seaman," writing to the *Times* in regard to the proposed lighting of Socotra, says:—Most of your correspondents treat the question of a light on Socotra as one which has only one side. The argument seems to be—A ship has been lost; there is no light on the nearest point; *ergo*, a light would prevent such accidents. Is, however, the question as simple as this? I think not. Lighthouses are most valuable aids to navigation where ships must, or by small errors of navigation may, pass near the land in question. When, however, there is no necessity whatever for sighting such land, when also the coast is dangerous by reason of shoals, strong currents, continuous bad weather at certain seasons, and thick haze at others, it is evident that a light may attract a mariner to a spot which he should by all means avoid. Such a spot is the east point of Socotra. To the casual observer it appears that, as Socotra is an island which prevents a direct line from Colombo to Aden, and must therefore be rounded, vessels must necessarily approach near it, unless the détour they make is a long one. This view, however, neglects the elements of trigonometry, and therefore of navigation, and as a matter of fact passing Socotra at a distance of 40 miles only adds eight miles to a voyage of 1,700. In other words, this small addition marks the difference between perfect safety and fearful risk. It is perfectly true that many experienced captains wish for a light on Socotra. This is only human nature. These men are perfectly aware of the facts above stated, and feel that they themselves would not be tempted into danger during the bad monsoon for such a small theoretical gain, while in fine weather they would like to cut the corner a little closely, which the light would enable them to do. Lights, however, are used by experienced and inexperienced, and, as the latter have nearly as much power of causing disaster as the former, the circumstances demand careful consideration. My own belief is that a light on the east point of Socotra would cause more wrecks than it could possibly save.

THE KOWLOON WATERWORKS.

The following description of the Kowloon waterworks prepared by the Hon. W. Chatham, Acting Director of Public Works, for the information of the Colonial Office, is published in the *Gazette*:—

Prior to the completion of the works about to be described, the inhabitants of that portion of territory known as British Kowloon were entirely dependent upon wells or streams in the immediate neighbourhood of their dwellings for their water supply. The rapidly increasing population and establishment and growth of industrial enterprises made it imperative that a supply should be introduced from sources less liable to contamination or to failure during the dry season.

Accordingly, in 1893, works were undertaken on lines which had been sketched out by Mr. Osbert Chadwick, C.M.G., during his visit to the colony in 1890.

British Kowloon consists of a peninsula 2½ miles in length by an average breadth of a little over 1 mile. The Southern extremity of the peninsula is very largely occupied by European residences and barracks for the Hongkong Regiment, whilst the coast line to the northwards is fringed with Chinese villages, two of which—Yaumati and Hung Hom—are of considerable size and importance. The interior of the peninsula consists of a series of barren hills, intersected in all directions by valleys, a district which to a superficial glance appears far from favourable for the purpose of obtaining a water supply.

Examination showed, however, that the valley bottoms were filled with sand saturated with water, and subsequent experiments proved that a daily yield of at least 100,000 gallons from an area of 95 acres might be relied on. Acting on this information, three collecting valleys were selected, having a combined area of 220 acres and, therefore, a probable minimum yield of 232,000 gallons per day, equal to 16 gallons per head for a population of 14,200 as shown by the census of 1891.

Across the entrance of each of the three valleys, a trench was excavated through the water-bearing sand to the hard ground below and filled in with clay puddle, so as to form a dam and prevent the escape of the water underground to the sea. About the dams, wells were sunk and into these were led, at a depth of about 10 feet below the surface, lines of earthenware collecting pipes laid with open joints and surrounded with broken stone, the remaining part of the pipe trenches being filled in with screened sand. The sand in the valley bottoms is thus turned to account as a natural filtering agent and even during the heaviest rains the water arrives clear at the wells.

From the wells, which are at a level of 30 to 40 feet above the sea, the water is conveyed in iron pipes, laid as syphons so as to avoid deep trenches, to a storage tank of 150,000 gallons capacity at Yaumati. It is then pumped into a reservoir constructed on the top of an adjacent hill 215 feet above sea level and having a capacity of 160,000 gallons, and from there it is distributed through cast iron mains varying from 7 inches to 3 inches in diameter and aggregating about 10 miles in length.

For the supply of the native population, numerous fountains are fixed in the various villages, most of the European houses having a supply laid on in the usual manner. All private supplies, whether for domestic or trade purposes, are, however, measured by meter.

To assist in regulating the supply, a second reservoir of 90,000 gallons capacity was constructed on a hill at Hung Hom, about 2 miles distant from Yaumati, at a height of 160 feet above the sea.

The engines and pumps, which are in duplicate, are of the Worthington type and were supplied by Messrs. James Simpson & Co., London. Each set is capable of delivering 10,000 gallons per hour into the reservoir at Yaumati. The boilers are of the locomotive type and were supplied by Messrs. Marshall, Sons & Co., of Gainsborough.

The buildings at the pumping station include a workshop, fitters' quarters and quarters for a European overseer. They are constructed of Canton red bricks with granite dressings and are enclosed by a boundary wall.

Pumping was begun on the 24th December, 1895, and since then a constant supply of water to the whole of the district served has been maintained. Analyses of samples of the water obtained from the fountains have been made from time to time and have proved that the quality of the supply is excellent. That the works have contributed materially to the development of Kowloon there can be little doubt judging from the rapid expansion which has taken place since their inauguration.

The total cost has been as follows:—

Preliminary works	$ 8,983.33
Dams, wells, reservoirs, etc.	39,155.90
Pumping station buildings	13,571.00
Pumping machinery and boilers	17,538 71
Pipes, valves, fountains, etc.	41,914 81
Total	$121,163 75

THE CURRENCY QUESTION.

KOBE, August 18th.

The *Nippon* contains an article which is meant to be a reply to the comments which have been made on the anticipated failure of the gold standard; but the article takes no count of the effect the impending change is already producing on the trade of the country by the inability of the Japanese banks to follow the big decline in silver. In Hongkong the yen is now standing at a premium of nine per cent.! This is bound to most seriously affect the foreign trade of Japan, and the question is not, as the *Nippon* supposes, entirely one of whether the silver yen now in circulation can be redeemed with gold. We confess we are not quite able to follow the logic of the article in the Tokio journal. "If the silver yen can be successfully exchanged," it says, "the fall in the price of silver will not have the slightest effect on the currency system." Perhaps not; but the real question should be—What effect will it have on the country's trade? The change to a gold currency was bound to cheapen silver; though whether the price is likely to remain permanently below the fixed value of the yen is a question time alone can decide. Certainly, as Sir Nicholas Hannen, the British Consul-General at Shanghai, has pointed out, the change cannot have the effect of raising the value of silver. The majority of the commercial men in China, Sir Nicholas says, believe that a silver-using country has the advantage, and "they look upon this step on the part of Japan as one which will greatly assist China in recovering her own markets first and afterwards in capturing the neutral markets of the world." But this is an important phase of the question about which the *Nippon*, in supporting Count Matsugata's scheme, says not a word.—*Chronicle.*

LEGAL INTELLIGENCE.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

(*Before His Lordship Sir J. W. Carrington, Kt., C.M.G., Chief Justice.*)

August 30th.

EX PARTE CHAN KEI YAM.

On the application of Mr. Bowley, the debtor in this case was adjudged bankrupt and the Official Receiver was appointed trustee.

EX PARTE WONG IU HING.

In this matter Mr. J. J. Francis, Q.C. (instructed by Mr. F. Bowley) appeared for the debtor, Mr. E. Robinson (instructed by Mr. C. Ewens) for the trustee, and Mr. Bruce Shepherd (Official Assignee) appeared in person.

Mr. J. J. Francis, Q.C., said he appeared to move for the discharge of the debtor. Before proceeding with the motion, in accordance with a notice given to the other side on Saturday, he said he thought that a certain report made by the trustee should be taken off the file as a document unauthorised and having no existence under the procedure of the Bankruptcy Ordinance, and which his Lordship in this case could not look on as evidence. There was no authority in the Ordinance, from beginning to end, for the trustee to exercise such a function as that of reporting to the Court. That power was entirely trusted to the Official Receiver, under section 14 of Bankruptcy Ordinance 20, of 1891. The Official Receiver was constituted an officer of the Court and his report was properly defined as a document which the Court was bound to take notice of and, if necessary, to act upon. There was nothing in the Ordinance which entitled the trustee to examine or report on the conduct of the debtor, and during the bankruptcy he was solely trusted to look after the disposal of the property. Being himself a creditor and a representative of the creditors, if he had any facts to put before the Court he should do so in the ordinary way and not in the shape of a report. Nothing gave him such power as he appeared to have exercised in this case. It was an important function and might have important results to the debtor, and his Lordship was not entitled to accept or receive anything which would not be evidence in the Summary Jurisdiction of the Supreme Court. He moved that the report be taken off the file as not being part of the recognized proceedings in this bankruptcy.

Mr. E. Robinson said the point was quite new and he only received notice of it this morning. He had not looked up the matter and did not know the grounds of the motion. Personally, he could meet the matter in section 27, subsection 7, which stated that the Court might hear the trustee, Official Receiver, or any creditor and the Court might put such questions and hear such evidence as it thought fit. The point raised was an important one and he asked for time to consider it. It was not only an important point in this case but in bankruptcies generally and he did not know that it had ever been raised before.

His Lordship—Then you wish for time?

Mr. Robinson—There are no grounds stated in the notice.

His Lordship—When was it served?

Mr. Francis—On Saturday.

Mr. Robinson—It only reached Mr. Ewens this morning.

Mr. Francis—It was served at his office at 1 p.m. on Saturday.

His Lordship: I think it only fair that there should be an adjournment and that the notice should set forth the grounds.

Mr. Francis: There are some notices, my Lord, that do require the reasons to be stated but the great majority of notices do not require it.

His Lordship then adjourned the case till Wednesday next at 10.30 a.m.

IN SUMMARY JURISDICTION.

(*Before the Lordship Mr. A. G. Wise, Puisne Judge.*)

A TRESPASS CASE.

Chan A Tong sued Yeung Sam for $300 for trespassing (quarrying stones) in plaintiff's quarry for which he held a monopoly from the Government.

Mr. H. L. Dennys appeared for the plaintiff and Mr. Looker for the defendant.

Lengthy argument took place between the representatives of both parties and judgment was reserved on the legal point as to whether Chan A Tong could, in his agreement with the Government, sue for trespass.

NOTANDA.

CALENDAR.

AUGUST.

Meteorological means based on ten years' observations to 1893.

Barometer	29.762
Thermometer	80.9
Humidity	83
Rainfall	13.89

N.B.—The Rainfall to 10 a.m. on 26th August amounted to 25.24 inches.

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.96	29.87
Thermometer	80	83
Humidity	83	76
Rainfall	0.33	......

TO-DAY.

Monday, 30th August, 1897.

Chinese—*3rd of 8th moon of 23rd year of Kwong-sü.*

(Descent of the star god of the northern measure; fête of the god of the hearth.)

Jewish—*2nd Elul, 5657.*

Mohammedan—*1st Rabia II., 1315.*

Sun—*Rises*		*5hr. 43min.*
Sets		*6hr. 18min.*
High water—*Morning*		*10hr. 9min.*
	Afternoon	*10hr. 38min.*
Low water—*Morning*		*3hr. 51min.*
	Afternoon	*4hr. 35min.*

ANNIVERSARIES.

1840—Conference at Tientsin with Ki-shen.

1875—The ship *Deerhound* lost on Palawan Shoal.

1896—Martial law proclaimed in Manila.

TO-MORROW.

Tuesday, 31st August, 1897.

Chinese—*4th of 8th moon of 23rd year of Kwong-sü.*

Jewish—*3rd Elul, 5657.*

Mohammedan—*2nd Rabia II, 1315.*

Sun—*Rises*		*5hr. 43min.*
Sets		*6hr. 17min.*
High water—*Morning*		*10hr. 57min.*
	Afternoon	*11hr. 12min.*
Low water—*Morning*		*4hr. 41min.*
	Afternoon	*5hr. 3min.*

ANNIVERSARIES.

1848—Severe typhoon in the China Sea; much damage.

1881—Typhoon in China Sea; much damage.

1893—S.S. *Amigo* floated and towed into Kowloon Dock.

1834—Many Canton flower-boats destroyed by fire.

1896—Death of Prince Lobanoff.

MEMORANDA.

TO-MORROW,—31st August.

French mail due.

WEDNESDAY,—1st September.

Indian mail due.

10.45 a.m.—Canadian mail closes.

11 a.m.—French mail closes.

Noon.—*Empress of India* sails for Vancouver.

Noon.—*Salazie* leaves for Europe *via* usual ports of call.

9 p.m.—Meeting of Zetland Lodge.

THURSDAY,—2nd September.

11 a.m.—American mail closes.

Noon.—*Doric* sails for San Francisco.

FRIDAY,—3rd September.

Australian mail due.

4 p.m.—V. R. C. Aquatic Sports.

SATURDAY,—4th September.

American mail due.

4 p.m.—V. R. C. Aquatic Sports.

SHARE MARKET.

LATEST QUOTATIONS.

Hongkong & Shanghai Bank, 168 per cent. prem.; China Fires, $105; China Sugars, $139; Punjoms, $5½; Raubs, $19½; Dock Co., 218 per cent. prem.; Green Islands, (new issue) $15; Ropes, $170.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Yarra*) to-morrow.
Indian (*Catherine Apcar*) 1st prox.
Australian (*Menmuir*) 3rd prox.
American (*China*) 4th prox.
Australian (*Taiwan*) 6th prox.
American (*Belgic*) 8th prox.
Canadian (*Empress of Japan*) 15th prox.
American (*Peru*) 22nd prox.
German (*Preussen*) 23rd prox.
American (*Coptic*) 1st October.
Canadian (*Empress of China*) 6th October.
German (*Sachsen*) 21st October.

* * *

THE N. P. S. S. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma yesterday.

* * *

WE are informed by the Agents of the Austrian Lloyd's S.N. Co., that the Company's steamer *Medusa* left Kobe for this port this evening.

* * *

WE are informed by the Agents of the Austrian Lloyd's S.N. Co., that the Company's steamer *Maria Valerie* left Yokohama for this port yesterday.

* * *

THE China Navigation Co.'s steamer *Taiwan* from Australian ports, left Port Darwin on the 28th inst., and may be expected here on or about the 6th prox.

* * *

THE O. & O. S. S. Co.'s steamer *Belgic* with mails, etc., from San Francisco to the 14th inst. has arrived at Yokohama, and leaves for this port to-morrow morning, *via* Inland Sea, Kobe, Nagasaki and Shanghai.

* * *

SHIPPING RETURNS.

From 6 p.m. Saturday to 6 p.m. to-day.

ARRIVALS.

Frognet	steamer,	from	Iloilo
Kiangnan	"	"	Swatow
Nerite	"	"	Kobe
Pronto	"	"	Canton
Sagami Maru	"	"	Melbourne
Hiroshima Maru	"	"	Moji
Pakshan	"	"	Singapore
Framnes	"	"	Port Wallut
Nanyang	"	"	Chinkiang
Chunsang	"	"	Japan
Mathilde	"	"	Hoihow
Memnon	"	"	Sandakan

Aggregating, 15,159 tons register.

DEPARTURES.

Deucalion	steamer,	for	Kudat
Formosa	"	"	Tamsui
Benglos	"	"	Yokohama
Astral	"	"	Aroe Bay
Hongkong	"	"	Haiphong
Chowtai	"	"	Bangkok
Malvern	"	"	Saigon
Nerite	"	"	Marseilles

Aggregating, 12,641 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

City of Rio	in	Kowloon Dock.
Esmeralda	"	"
West York	"	Cosmopolitan
Doric	"	"

ENGINEERS AND THEIR WAGES.

A STRIKE IMMINENT.

SINGAPORE, August 20th.

Ten days ago we mentioned that the marine engineers sailing from the port of Singapore (other than those employed by Messrs. Alfred Holt) were asking for an increase of pay to $220 for chief, $150 for second, and $100 for third. The engineers based their claim on the fall in the value of the dollar, resulting in less purchasing power, and also reacting very hardly upon those men who had to remit to wives and families in Europe. The rate asked for was said to be equivalent of that paid to engineers belonging to Alfred Holt, who have the privilege of drawing half their pay at 3/- to the dollar, and less than that paid in Hongkong, India, or, so it is asserted, in any port of the world outside this Colony.

Negotiations have taken place between the Wages Committee and the representatives of the various owners, which, apparently, have failed to effect a compromise, for we understand that the shipping companies have intimated to the Wages Committee that they are unable to raise the present rate of wages for engineers.

The men stick out for their first demand, urging that the great fall of the last few days has strengthened their cause. They say that with the dollar at 1/9-7/16, as it was yesterday, the wages they ask for are nearly three pounds a month less than the rates paid at home, and considerably more than that below rates prevailing in Australia. They are, it is understood, prepared to "face the music" in defence of their claim, so that, if shipowners remain equally firm, there seems every prospects of a strike. The vessels concerned are those of the Straits Steamship Co., Messrs Tan Kim Tian, Messrs Wee Bin and Messrs Bun Hin; that is practically the whole of the vessels engaged in our local traffic.

We repeat that we hope for the sake of the public convenience and the trade of the port that the impending struggle may yet be averted.—*Free Press.*

Consignees.

"RICKMERS" REGULAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE Company's Steamship

"MARIA RICKMERS"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 7th September, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 7th September, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 7th September will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 24th August, 1897. [1299

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC," are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 30th instant will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897. [2

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "PRINZ HEINRICH."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 2nd September and TUESDAY, the 7th September, at 9.30 A.M.

All claims must reach us before the 8th September, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co., Agents.

Hongkong, 25th August, 1897. [1263

Intimations.

NOW READY!

COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convenience of the Commercial Community and is for sale.

PRICE $1 PER COPY,

at the office of the

"HONGKONG TELEGRAPH,"

No. 6 Pedder's Hill.

Hongkong, 7th May, 1897. [[illegible]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of [illegible] years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England. [illegible]

Intimations.

CAN'T STOP IT!

A TIDAL WAVE OF POPULARITY.

THE BEST — MOST WHOLESOME

BEER.

WATKINS & CO., Sole Agents for Hongkong. [13

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Notice of Firms.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. H. U. JEFFRIES will SIGN my Name.

GEO. R. STEVENS.

Hongkong, 27th August, 1897. [1326

NOTICE.

THE GREAT EASTERN & CALEDONIAN GOLD MINING CO., LIMITED.

THE GENERAL AGENCY of this COMPANY has This Day been transferred to Messrs. LÜTGENS, EINSTMANN & Co., successors in Business of Messrs. SCHEELE & Co.

R. CHATTERTON WILCOX, Chairman.

Hongkong, 25th August, 1897. [1309

NOTICE.

WE have This Day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS.

Mr. G. ATZENROTH will sign the firm, and Mr. L. LAMBOTTE has been authorised to sign per procuration.

LÜTGENS, EINSTMANN & CO.

Hongkong, 25th August, 1897. [1310

NOTICE.

THE Undersigned have agreed to liquidate the firm hitherto existing under the style of

SCHEELE & CO.

and have nominated Mr. GUSTAV ATZENROTH, of Hongkong, and Mr. RICHARD ABESSER, of Hamburg, to act as liquidators, either of whom is authorized to sign SCHEELE & Co. in Liquidation, adding his name.

ALFRED SCHEELE.
RICHARD ABESSER.
GUSTAV ATZENROTH.

Hongkong, 25th August, 1897. [1311

Hotels.

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [35

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

For further particulars, apply to

THE MANAGER, New Victoria Hotel.

Hongkong, 24th November, 1896. [39

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality in *Menu*, Quality of Food and Perfection of Cuisine.

THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada and Australia. BEEF from Kobe and TURTLES from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINNERS or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice.

ICE CREAM from 1 P.M. to 11 P.M.

COLD MEAT SUPPERS from 9 to 11.30 P.M.

THOMAS'S GRILL ROOM.

FREDERICK BISHOP, Manager.

271

NEW VICTORIA HOTEL.

ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and [illegible] P.M.

[illegible]

MONTHLY BOARDERS at Moderate Rates.

MADAR & BARKER, Proprietors.

Hongkong, [illegible] [illegible]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:— THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG. [91

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.

Hongkong, 1st September, 1896. [38

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUTSANG,"

Captain Geo. Payne, will be despatched as above TO-MORROW, the 31st instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th August, 1897. [1323

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain N. Ono, will be despatched for the above Ports TO-MORROW, the 31st instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 30th August, 1897. [1282

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SAGAMI MARU,"

Captain E. W. Haswell, will be despatched for the above Ports on WEDNESDAY, the 1st Sept., at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 27th August, 1897. [1292

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

ALSO

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Beletto, will be despatched as above on WEDNESDAY, the 1st September, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 27th August, 1897. [1325

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"KINSHIU MARU,"

Captain F. L. Sommer, will be despatched as above on THURSDAY, the 9th September, at 4 P.M.

Consular Invoices of Goods for the United States should be in QUADRUPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 25th August 1897. [1308

NOTICE TO SHIPPERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MORVEN,"

will be despatched as above, about 15th Sept., &c.

For Freight, apply to

MELCHERS & Co., Agents.

Hongkong, 17th August, 1897. [1162

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 4th February, 1897. [244

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will load here for the above Port, and will have quick despatch.

SHEWAN, TOMES & Co.

Hongkong, 17th June 1897. [957

FOR BALTIMORE.

THE 3/3 L. I. I. American Ship

"ISAAC REED,"

Captain Waldo, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, [illegible] [illegible]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquith, will be despatched as above on MONDAY, the 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1897. [1316

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"

to sail about 6th September, 1897.

S.S. "PATHAN," to sail about 10th Sept., '97.
S.S. "BRAEMAR" to sail about 24th Sept., '97.
S.S. "MOGUL," to sail about 9th October, '97.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 27th August, 1897. [879

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"TOSA MARU,"

Captain C. Hillcoat, will be despatched as above on TUESDAY, the 7th September, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1293

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 15th September, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa*.

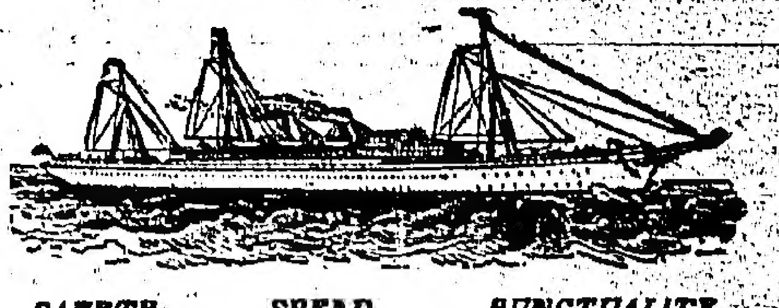
For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, [illegible] August, 1897. [131

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R......WEDNESDAY, 29th September.
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R.........WEDNESDAY, 27th October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 11th August, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Thursday, 2nd Sept., at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Tuesday, 21st Sept., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Saturday, 9th Oct., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 2nd Sept., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 5th July, 1897. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Saturday, 11th Sept., at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Thursday, 30th Sept., at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).........	Tuesday, 19th Oct., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY the 11th Sept., 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until [illegible] the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same [illegible].

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
[illegible] PRICES.

[illegible]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

[illegible] FLUID [illegible]

AVOID [illegible]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £[illegible].

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	3,167	Tuesday ...	Sept. 7.
Olympia	2,608	Saturday ...	Sept. 28.
Columbia	2,6[illegible]	Tuesday ...	Oct. 19.
Tacoma	2,540	Tuesday ...	Nov. 9.
Victoria	3,167	Tuesday ...	Nov. 30.
Olympia	2,608	Tuesday ...	Dec. 21.

THE Steamship

"VICTORIA,"

Captain J. Panton, R.N.R., sailing at Noon, on TUESDAY, the 7th September, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 17th August, 1897. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"ROSETTA,"

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 9th September, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the S.S. *Oriental* leaving that Port on the 2nd October for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 27th August, 1897. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL [illegible].

PROPOSED SAILINGS FROM HONGKONG.

[illegible]